



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
Issue 478 13 April 2015

[info@spillcontrol.org](mailto:info@spillcontrol.org) <http://www.spillcontrol.org>



## ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisation.

## ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veen** (The Netherlands).

The Register of ISCO Members is maintained by **Ms Mary Ann Dagleish** (Membership Director) and the list of members is on the website at <http://www.spillcontrol.org>

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psaraftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

For more info on Executive Committee and Council Members go to [www.spillcontrol.org](http://www.spillcontrol.org)

## FIND THE HELP YOU NEED

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

For more information on the events featured below, click on the banners



## International news

### OIL SPILL MANAGEMENT MARKET IS ESTIMATED TO REACH USD 114,441.1 MILLION BY 2020

April 7 - Oil Spill Management Market - Global Industry Analysis, Size, Share, Growth, Trends, and Forecast 2014 - 2020

Transparency Market Research has released a new market research report titled Oil Spill Management Market - Global Industry Analysis, Size, Share, Growth, Trends, and Forecast 2014 - 2020. According to the report, the global oil spill management market revenue stood at USD 94,218.1 million in 2013 and is projected to reach USD 114,441.1 million by 2020, expanding at a CAGR of 2.8% between 2014 and 2020.

The report also provides an estimated cost incurred in managing the oil spills in between 2000 and 2013. According to the study, the total cumulative expenditure on post-oil spill management services from 2000 to 2013 stood at USD 12,886.5 million.

The pre-oil spill management technologies include the utilization of blowout preventers, pipeline leak detection systems and double hulling of ships to reduce the probability of oil spills. Blowout preventers are large valves used to control the wellbore fluids and prevent a blowout. If not monitored properly, extreme erratic pressure while drilling can lead to the release of hydrocarbons from the well, resulting in an oil spill. Increased drilling activities in deepwater and ultra-deepwater regions with extreme and erratic well pressure are one of the major factors augmenting the demand for BOPs. In addition, many rig contractors are now purchasing an extra BOP to insulate against the monetary losses caused during the maintenance of BOPs.

Browse the full Oil Spill Management Market Report at [www.transparencymarketresearch.com/oil-spill-management.html](http://www.transparencymarketresearch.com/oil-spill-management.html)

Zawya.com [Read more](#)

### SHELL WILL BUY BG GROUP FOR \$70 BILLION, CREATING LNG GIANT

April 8 - Royal Dutch Shell Plc agreed to buy BG Group Plc for about 47 billion pounds (\$70 billion), making Europe's largest oil company the pre-eminent player in global natural gas and adding world-class fields in Brazil.

The deal, the industry's biggest in at least a decade, will push Shell further into producing, shipping and selling gas as the company bets China and other emerging economies switch from coal and oil to cut pollution. *gCaptain*

[Read more](#)

## BECOME A MEMBER OF ISCO

Enjoy all the benefits of membership of this worldwide organization and support the continuing publication of the ISCO Newsletter [Application Form](#)

## PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) OR FELLOWSHIP (FISCO)

[All about Professional Membership Application Form](#)

## To receive the free ISCO Newsletter

Go to <http://www.spillcontrol.org> and enter your name and email address in the Registration Form (located on the right hand side of the home page) then click on "SUBSCRIBE"

## International news (continued)

### IMO WELCOMES NEW MEMBER STATE



*IMO Secretary-General Koji Sekimizu welcomes His Excellency Paul William Lumbi, Zambia's High Commissioner to the United Kingdom.*

April 8 - The land-locked Republic of Zambia has become the newest member of IMO, following the deposit, of an instrument of acceptance of the Convention on the International Maritime Organization with the Secretary-General of the United Nations.

His Excellency Paul William Lumbi, High Commissioner of the Republic of Zambia to the United Kingdom, on Wednesday April 8 paid a courtesy visit to the headquarters of the IMO to mark the occasion.

Welcoming His Excellency Lumbi, IMO Secretary-General Koji Sekimizu said that the Republic of Zambia is an important member of the international community. He said, "I'm sure our membership will really welcome you. We will support you." *The Maritime Executive* [Read more](#)

## International news (continued)

### EUROPE: EMSA TO HOLD CONFERENCE IN MAY ON MARITIME SURVEILLANCE: COOPERATION IN PRACTICE

Maritime surveillance: cooperation in practice is the theme of the upcoming conference being held at EMSA, Lisbon, on 7 May.

The purpose of the conference is to bring together public bodies working at the forefront of maritime surveillance. To implement effective maritime policies, governments and EU institutions need detailed, reliable, evidence-based knowledge about what happens at sea, in real time. New and innovative technologies are increasingly available, leading to more comprehensive and effective maritime surveillance.

The conference will provide a forum for the exchange of new ideas and perspectives, and an opportunity for maritime authorities to be updated on recent trends and developments. Speakers include representatives from the European Parliament, Frontex, EFCA, EASA and ESA, as well as national administrations. *EMSA Newsletter* [Read more](#)

## Incident reports from around the world

### NIGERIA: MILITANT GROUP CLAIMS RESPONSIBILITY FOR DELTA PIPELINE EXPLOSION

April 3 - An Urhobo militant group, Urhobo Gbagbako, on Friday claimed responsibility for Thursday night's bombing of the NPDC Oil pipelines at Ighrenene, Afiesere and Ekiugbo communities in Delta State.

The group, which made the claims in an email sent to some reporters, said it is also planning to shut down all the oil fields in Urhobo and Isoko areas.

## Incident reports from around the world (continued)

The email signed by the group's s spokesperson, Priest Omodjuwu, said the bombing of the Ekiugbo/Ighrenene/Afiesere was to draw attention to the neglect of ex-militants of Urhobo extraction. It said the Urhobo had been sidelined in the pipelines protection contracts offered to ex-militants from other ethnic groups and they now want to show that they too had the capacity to cause trouble if ignored. [Metronaija.com](#) [Read more](#)

### BRAZIL: FIRE SPREADS AT PORT SANTOS, BRAZIL



Picture: Smoke billows from a fire at a fuel tank storage facility run by Ultracargo in Santos, near Sao Paulo April 3, 2015. REUTERS/Nacho Doce

April 4 - A fire at a fuel storage facility run by Ultracargo near Santos, Brazil's largest port, spread further on Saturday as it entered its third day despite firefighters' efforts to contain the flames.

The fire spread to a nearby tank filled with gasoline, according to a statement from Ultracargo, which is owned by Grupo Ultra. There were no casualties, it said. Six tanks have been hit so far and four of them were still burning. [gCaptain](#) [Read more](#)  
Update April 5 [gCaptain](#) [Read more](#)

### RUSSIA: ROSNEFT SUBSIDIARY CLEANS UP OIL SPILL IN SAKHALIN

April 6 - Rosneft subsidiary's RN-Sakhalinmorneftegaz took all necessary steps to minimize the negative impact of the spill on the environment in the Russian region of Sakhalin, according to a spokesperson of company. A spill of some 200 liters (44 gallons) of oil is currently being cleaned at Rosneft subsidiary's RN-Sakhalinmorneftegaz oilfield in the Russian region of Sakhalin, the company said Monday.

Earlier on Monday a local environmental monitoring NGO said that the spill occurred at Ekhabi Vostochnoe field in Sakhalin Okhin district. The organization said that at least a few metric tons of oil had been spilled over an area of several thousands square meters and that oil continued to flow down an unnamed local stream. [SputnikNews.com](#) [Read more](#)

### USA: CLEANUP CONTINUES AFTER OIL SPILL INTO LAKE ERIE

April 6 - For the fourth day, crews are working around the clock to clean up an oil spill in Lake Erie. "It was a shock when I saw it," said Gary Jones, manager of the Forest City Yacht Club in Cleveland. He noticed the spill on Friday and alerted authorities. "It was a real yellow oil, so it really stuck out and it smelled," Jones said on Monday.

Since he noticed the sheen, crews from the Coast Guard, Environmental Protection Agency, Ohio Department of Natural Resources and contractors from Clean Harbor and Spill-Tek have been on site conducting clean up and making sure the spill doesn't get out to the lake.

"It's been contained with a hard boom," said Lt. Hillary Allegretti, an investigating officer with the Coast Guard. "We've got triple layer, hard boom and soft boom out, so it's been contained to this small basin." So far, in this case, they've sucked more than 13,000 gallons of oily water out of the marina. [ABC Newsnet 5](#) [Read more and see video](#)

### USA: EARLY REPORTS ON TASHMOO, MA, OIL SPILL SAY ENVIRONMENTAL DAMAGE WILL BE MINIMAL

April 6 - A diesel fuel spill from a sunken sport fishing boat in Lake Tashmo was contained early this week with what is believed to be minimal damage following a response from town, state and Coast Guard officials.

According to an initial assessment at the scene by oil spill response teams from the Coast Guard and the Massachusetts Department of Environmental Protection (DEP), less than 20 gallons of diesel fuel spilled into the ecologically sensitive saltwater pond. Ronald Barry of Falmouth, the owner of the 33-foot vessel named Snooper, estimated there was about 150 gallons of fuel on board when the boat sank on its mooring in about 10 feet of water near the head of the pond sometime late Sunday or early Monday morning. [Vineyard Gazette](#) [Read more](#)





## Incident reports from around the world (continued)

### CHINA: TOXIC ALERT AFTER SECOND SERIES OF BLASTS AT CHINESE CHEMICAL PLANT IN TWO YEARS



At least 14 people were injured, with six in a stable condition in hospital, after a series of explosions at a chemical factory in southern China on Monday evening.

It was the second time in two years that there have been blasts at the plant in Zhangzhou in Fujian province.

Firefighters had brought the blaze under control on Tuesday morning and fires in two of three burning oil tanks had been extinguished, the fire department in Fujian province said in a statement on social media.

The explosions at the paraxylene plant in Zhangzhou were caused by an oil spill near the tanks, according to officials at an emergency command centre at the scene. *South China Morning Post* [Read more](#)

### USA: BULK CARRIER PRIVOCEAN BREAKS FROM MOORINGS, HITS TUG AND CRUDE OIL TANKER ON MISSISSIPPI

April 7 - Approximately 420 gallons of crude oil spilled into the lower Mississippi River near Convent, Louisiana yesterday after the 751-foot bulk carrier Privocean broke free from her moorings and drifted down river into a moored 98-foot towing vessel, then an 816-foot crude oil tanker that was offloading crude at a nearby terminal.

The U.S. Coast Guard says the tanker Bravo was able to conduct an emergency shut down of the offloading systems, however shortly thereafter, she broke from her moorings and was forced to uncouple from the loading arms which was the source of the oil discharge.

After the collision, the two vessels drifted down river until the Bravo was able to anchor herself approximately a half mile away with the assistance of two tugs. The Privocean managed to get underway and anchor on her own at mile marker 162. As a result of the incident, the U.S. Coast Guard closed the Mississippi River from mile marker 163 to mile marker 154. *gCaptain* [Read more](#)

#### April 8 - No Recoverable Oil after Mississippi Collision

The Lower Mississippi River opened for restricted traffic between mile marker 160 and 163, as of 10 p.m. on Monday after a multi-vessel collision in the waterway.

Approximately 420 gallons (1,600 liters) of oil spilt into the river, and an additional 126 gallons (500 liters) is reported to have spilt on the deck of the Bravo. The oil spill was contained, and as part of the clean up operation, a Coast Guard overflight took place to assess any sheen or oil products on Tuesday. Other than a small amount of sheen near the incident location, no sheen or recoverable oil was observed during the overflight. *The Maritime Executive* [Read more](#)

### CANADA: VANCOUVER OIL SPILL SOURCE, COMPOSITION AND SIZE UNCONFIRMED, SAYS COAST GUARD



*Picture: This oily substance was found on Second Beach in Vancouver by Peter Ross from the Vancouver Aquarium. (Vancouver Aquarium)*

April 9 - The source, composition and quantity of the toxic fuel that spilled out into the waters of English Bay in Vancouver Wednesday afternoon is still unconfirmed.

In a news conference Thursday afternoon, Roger Girouard, head of the Canadian Coast Guard western region, said that the spill was being treated as either bunker fuel or raw crude in a "worst-case scenario" until test results came back. *CBC News* [Read more and watch video](#)

## Incident reports from around the world (continued)

### April 9 - Oil spills in Vancouver, B.C., harbour

A spill of bunker oil Wednesday evening in Vancouver, B.C., wasn't reported to Vancouver officials until 12 hours after the Coast Guard was first alerted to the problem, raising concerns about the rate of response in an emergency.

While someone from a sailboat first reported the estimated kilometer-long oil slick at about 5 p.m. to Port Metro Vancouver, the Canadian Coast Guard didn't start containing the area until 8 p.m., when crews in five boats from the West Coast Marine Response Corp. set up a boom around the ship Marathassa, a bulk grain carrier from Korea, and then worked throughout the night to recover some of the heavier oil around the ship and pinpoint its source. *Seattle Times* [Read more](#)

### April 10 - Toxic fuel spill fouls Vancouver's English Bay and area beaches



An oily purple-blue sheen of a fuel-like substance surrounding a bulk carrier ship has coated water and land in Vancouver's picturesque English Bay.

The spill of the toxic material is raising questions about a slow emergency response and lack of notification to both city officials and the public at a time when tanker traffic through Vancouver waters is expected to increase.

An emergency response team was called in Wednesday night to deal with the oil slick on the bay that is surrounded by apartments, businesses and touches on the city's jewel, Stanley Park.

The substance was originally said to be bunker fuel, but later Thursday officials said they couldn't identify the oily, black material. *The Canada Press* [Read more](#)

### April 10 - Bulk Carrier Confirmed as Source of Vancouver Bunker Spill

On Friday, the Canadian Coast Guard confirmed the source of the spill as the MV Marathassa, an 81,000 DWT bulk carrier that was only recently delivered in March. Containment boom has been placed around the vessel.

The bunker spill impacted beaches around English Bay near downtown Vancouver, including Sunset Beach, Second, Third and English Bay beaches.

The response is being coordinated by Canadian Coast Guard, which is working with West Coast Marine Response Corporation to contain and recover the fuel oil. The City of Vancouver, Vancouver Police Department and Transport Canada, among other organizations, are also responding. The Coast Guard reported that 80% of the oil observed was recovered as of Thursday night. *gCaptain* [Read more](#)

### April 10 - Authorities Clash over Canadian Spill Response

British Columbian officials on Friday criticized the Canadian government's response to an oil spill in the waters around Vancouver, calling into question plans for new crude oil export pipelines in the Pacific Coast province.

Nearly 3,000 liters of oil spilled after an anchored bulk carrier began leaking bunker fuel in English Bay, just west of Vancouver's downtown core, on Wednesday. *The Maritime Executive* [Read more](#)

## Other news reports from around the world (countries in alphabetical order)

### CANADA: RADIATION FROM 2011 FUKUSHIMA NUCLEAR MELTDOWN IN JAPAN DETECTED ON B.C. COAST

April 6 - Ocean-borne radiation from the 2011 Fukushima nuclear-reactor meltdown in Japan has been detected at the British Columbia shoreline, marking the first time Fukushima contamination has made landfall in North America.

The amounts of radiation detected are low and do not pose a health threat to humans, fish or the environment. But the discovery is part of a pattern that is being closely watched by scientists around the world and has mobilized volunteers helping to track the movement of contaminants on ocean currents. *The Globe and Mail* [Read more](#)

## INDIA: REVISED CONTINGENCY PLAN OUT FOR OIL SPILL CRISES IN INDIAN

April 9 - An online system for predicting the movement of oil spills was launched today along with a revised national plan for dealing with such contingencies in Indian waters even as the Coast Guard asked all ports and oil installations to assess their preparedness in this regard.

The request by the Coast Guard came during the the 20th National Oil Spill Disaster Contingency Plan (NOSDCP) and Preparedness meeting in Goa.

Vice Admiral HCS Bisht, the Director General of Indian Coast Guard and Chairman of NOSDCP, led the meeting which was attended by a total of 80 delegates, including representatives of various ministries, central and state government departments and agencies, ports and oil companies.

"The comprehensively revised, 2015 edition of the NOSDCP reflects current international norms and best practices, key relevant national regulation, experience gained since publication of the first edition in July, 1996, and valuable inputs received from stakeholders to the national plan.

"While the earlier editions of NOSDCP covered only oil spills, the revised edition initiates national preparedness and response to Hazardous and Noxious Substance (HNS) incidents also," an official statement said. *Business Standard* [Read more](#)

---

## INDIA: GOA STATE RELEASES CONTINGENCY PLAN TO TACKLE OIL SPILL DISASTERS

April 11 - Setting an example for other states, the Goa state pollution control board (GSPCB) on Friday released the Goa State Oil Spill Disaster Contingency Plan.

The first state plan is designed to enhance the state's ability to respond to a spill and lists roles and responsibilities both preventive and during exigencies, of 30 agencies from the GSPCB to the directorates of health services and animal husbandry.

The contingency plan comprises a district-level oil spill disaster contingency plan, the state composition of state oil spill crisis management group, persons to contact in the case of an emergency, a list of international pollution response resource agencies and mock drills to be conducted. Various maps in the plan point to ecologically sensitive areas in the state. *The Times of India* [Read more](#)

---

## PHILIPPINES: COAST GUARD FEARS OIL SPILL, WANTS OWNER OF INDONESIAN TANKER STUCK IN DAVAO ORIENTAL TO TOW VESSEL

April 6 - The Philippine Coast Guard (PCG) in Southern Mindanao fears of an oil spill from a hijacked Indonesian tanker that has been left aground in Barangay Cabuaya in Mati, Davao Oriental since February this year.

MT Rehoboth still has fuel that might leak into the sea if the vessel won't be secured by its Indonesian owner, according to PCG Southern Mindanao head Commodore Joselito dela Cruz.

He said the vessel must be towed before an oil spill incident happens.

Dela Cruz said the PCG had initially asked Harbor Star to tow the vessel if the owner would not take action *Interaksyon* [Read more](#)

---

## SOUTH AFRICA: SARS TO COLLECT LEVY FROM OIL IMPORTERS

April 9 - OIL companies importing the commodity face the prospect of paying a spillage insurance or having their permits revoked.

The South African Revenue Service (SARS) planned to collect an annual levy, which would be used to clean up oil spills, South African Maritime Safety Authority (Samsa) CEO Tsietsi Mokhele said on Wednesday. The money will be placed in a fund set up for such occurrences.

Though SA is a member state of the International Oil Pollution Compensation Fund, states are allowed to collect money on behalf of the global fund. Mr Mokhele said: "SA is party to the (global) fund, however, (it) is only paying about R170m."

SA's proposed fund will require oil importers to pay a fee depending on how much of the commodity they bring into the country.

Samsa chief operating officer, Sobantu Tilayi, said because SARS had collecting powers in the country, it was decided that it would collect money on behalf of the global fund. All companies are compelled to comply with this mechanism. *Business Day Live* [Read more](#)

---

## **UK: OIL WELLS IN ENGLAND'S GREEN AND PLEASANT LAND: KEMP**

There could be up to 100 billion barrels of oil onshore beneath southern England, the chief executive of a small exploration firm told the BBC in an interview on Thursday. To which the correct response is "yes, but".

Based on an analysis of samples from a single well drilled near London's Gatwick airport, UK Oil and Gas Investments estimates there could be 158 million barrels per square mile in the local area.

Horse Hill, where the well was drilled, is part of the Weald Basin, which stretches across large parts of the counties of Dorset, Hampshire, West and East Sussex, and Surrey, as well as parts of neighbouring Wiltshire and Kent.

Scaled up across the whole of the basin, there could be 50-100 billion barrels of oil, though only 3-15 percent might be technically recoverable, the firm admitted ("Oil discovery near Gatwick airport significant" April 9).

"We think we've found a very significant discovery here, probably the largest (onshore) in the last 30 years, and we think it has national significance," the company's chief executive said in the BBC interview. *Reuters* [Read more](#)

---

## **USA: EPA SENDS CONTROVERSIAL WATER POLLUTION RULE TO WHITE HOUSE**

April 6 - The Environmental Protection Agency (EPA) on Monday sent to the White House its controversial regulation to redefine the extent of its authority over water pollution control.

EPA head Gina McCarthy said the final version of the rule reflects some changes the agency made to the regulation that had been cast as a massive land grab by Republicans, agricultural interests and others.

While the administration is mostly keeping quiet about the final version of the rule, McCarthy outlined some points Monday in a blog post with Jo-Ellen Darcy, who oversees the Army Corps of Engineers, which is developing the rule with the EPA.

Specifically, McCarthy and Darcy said the new rule will better define which bodies of water, tributaries, wetlands and other features are covered, while better ensuring that ditches, agricultural practices and municipal storm sewer systems are not covered. *The Hill* [Read more](#)

---

## **USA: TRANSPORTATION SAFETY BOARD SEEKS STIFFER STANDARDS FOR OIL TANK RAIL CARS**

April 6 - The National Transportation Safety Board said Monday that new oil tank train cars should come with much stronger ability to withstand high heat and pressure from a crash or a blast.

Several oil trains derailed this year, causing large explosions and oil spills and underscoring the "significant vulnerability" to fires of the latest generation of crude oil tank cars, the safety board said.

Traditional tank cars used for crude oil transportation, called DOT-111 cars, have long been known to rupture in crashes. A newer car, CPC-1232, adopted by the rail industry in recent years, has also broken up and exploded in the crashes this year.

New federal measures intended to make the growing oil-by-train business safer are not expected to take effect until 2017, and are still being debated in the administration. These rules are expected to add protections to the CPC-1232 cars *The New York Times* [Read more](#)

---

## **USA: SMALL OIL SPILLS CAN ADD UP TO BIG TROUBLE**

April 6 - An Exxon Valdez oil spill every year, but spread around in patches and streaks all over the U.S. — this is what a never-ending pattern of small spills and leaks adds up to. The consequences are significant and it's worth everyone's attention to avoid these problems.

A story by Seattle's KUOW last month outlined the scope of the 95 percent of U.S. oil spills that are comparatively small — less than a single highway tanker truck delivery; some much less.

Together, they add up to hundreds of spills in Oregon and Washington each year from a wide variety of sources.

Though certainly lacking the drama to attract anything more than local media attention, and often not even that, these spills kill untold numbers of plants, birds and other aquatic creatures, while generally degrading the quality of the environment. Nationwide, they cost nearly \$3 billion a year to clean up. *The Daily Astorian* [Read more](#)

---



## Other news reports from around the world (continued)

### USA: NY RAISES CAP ON OIL SPILL FUND

April 6 - New York's new budget raises the state oil spill fund to \$40 million amid the recent surge in railroad shipping and dangerous derailments, while leaving authority with the state comptroller.

Gov. Andrew Cuomo proposed raising the cap on the clean-up fund from \$25 million while transferring control to the Department of Environmental Conservation. *The Legislative Gazette* [Read more](#)

### USA: MARINE SALVAGE & OIL SPILL RESPONSE INSIGHTS



Photo: Global Diving & Salvage

April 8 - Last month Maritime Reporter had the good fortune to receive insights from a trio of maritime salvage leaders – Paul Hankins, Tim Beaver & Jim Elliott – garnering insights on one of the most challenging and ever-changing sectors of the maritime market.

It was recently written “salvors have become more closely tied to Oil Spill Response Organizations (OSROs).” Why?

**Hankins** The Oil Pollution Act of 1990 (OPA90) defines how all stakeholders will respond to potential or actual oil spill responses. Where salvors are the tip of the spear to keep that oil in the ship, the OSROs try to collect the oil once that oil has spilled. The response organizations are indeed intertwined, and

both response groups often work side by side because of the nature of their work. It only makes sense to know the people with whom you might be working one day.

**Elliott** While salvors and oil spill responders have traditionally worked together during marine casualty response operations, the U.S. Salvage and Marine Firefighting regulations, implemented within the past few years, specifically require Vessel Response Plan holders to “identify how salvage and marine firefighting assessment personnel will coordinate response activity with oil spill removal organizations.” With these new regulations, salvors are required to be contacted immediately when the Vessel Response Plan is activated, to conduct an initial assessment within one hour, and then actively move forward with a coordinated response with both OSROs and public response agencies.

*MarineLinki.com* [Continue reading the conversation between Tim Beaver and Jim Elliott](#) **[Recommended by your Editor]**

### USA: BREACHED YELLOWSTONE RIVER PIPELINE REVEALS CRACK

April 9 - The damaged section of a pipeline that leaked oil into the Yellowstone River in Montana in January had a 1.5-inch crack at a weld seam, responders said.

About 1,000 barrels of oil spilled from the Poplar Pipeline near the Yellowstone River in Glendive, Mont. About half of the oil released had been recovered before weather forced a suspension of response operations in late February.

With response efforts back in full swing, crews pulled an 8-foot section of the pipeline out of the river to examine the cause of the incident.

"The breach in the line is about 1.5 inches at its widest point and wraps about halfway around the 12-inch diameter pipe," a unified command responding to the incident said in a Wednesday statement. "A cause of the breach has not yet been determined." *OilGasDaily* [Read more](#)

## People in the news

### NEW APPOINTMENTS ANNOUNCED ON LINKED-IN

**Kit Tennant** has a new job: Now Crisis & Emergency Response Manager at BP GWO New Ventures.

**Andrew Tucker** has a new job: Now Senior Oil Spill Adviser at BP.



### HELPING MARY ANN

Thanks to members who followed up on last week's appeal to members and contacted our Membership Director, Mary Ann Dalglish, last week. Trying to collect membership renewal fees from members all over the world isn't an easy task. Mary Ann needs all the help she can get.

Part of the problem is that people move on and we don't always pick up on changed email addresses. As for the Newsletter mailing list, any addresses that become obsolete are automatically deleted and all contact is lost if the list doesn't get updated. Within larger companies, staff changes may mean that invoices and reminders do not reach the right person.

If you think you (or your company) may not have renewed membership for a while or have not received an invoice or a reminder, do please send Mary Ann an email at [mrydetroit@aol.com](mailto:mrydetroit@aol.com). We do not want to have to remove your name from the roll of members – but really won't have any other option if we don't hear from you.

---

### HELPING STUDENTS / APPRENTICES / TRAINEES IN THEIR PROFESSIONAL DEVELOPMENT

Some time ago a suggestion was made that a free one year "student membership" be made available for students, apprentices and trainees.

The idea was discussed at our recent AGM in Amsterdam and was unanimously approved by all present.

These awards would be made to individuals upon recommendation of training organisations and companies undertaking internal training programmes.

The intention is to encourage young people who show promise and interest in making a career in the spill response industry.

Professional Membership of ISCO offers individuals a career path with an option to progress towards higher levels of professional recognition. Nominated individuals will receive a Certificate of Student Membership and be able to access technical information such as spill response tools, manuals, response guidelines on the ISCO website. They will also receive the ISCO Newsletter which has an educational role and be able to seek additional help and advice from other members via the ISCO Groups facility (currently under construction)

Lecturers at training establishments and relevant managers at companies that carry out their own internal training are invited to nominate candidates for a free one year trial student membership of ISCO. Please send an email to [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org) with names and email addresses of the candidates you wish to recommend.

---

## Technical support

### JOIFF: RESPIRATORY PROTECTION FOR SOUR OIL & GAS OPERATIONS

*When a Tight Face-Piece is not the Safeguard. Respiratory Protection Standards & Testing By Mohamed Elagrab, QSSP,MB*

#### Respiratory Protection Standards & Testing

Performance tests for the CE certification of Self Contained Breathing Apparatus (SCBAs), Airline Respirators or Emergency Escape Breathing Devices (EEBDs) are done in accordance to the applicable standards: EN137, EN14593-1, EN402 and EN136. One important requirement in these standards is the Total Inward Leakage Test to prove a tight fit of the used facepiece to the wearer. The corresponding tests are done with human subjects with harmless aerosols, i.e. Sodium Chloride (NaCl) or Sulfur Hexafluoride (SF6). The results of these tests give information about the leakage, often expressed as a protection factor.

#### H<sub>2</sub>S Permeation

H<sub>2</sub>S is known to permeate specific materials often used in the manufacture of face pieces, lung governed demand valves, breathing hoses or other components. Even with a perfectly tight face piece (i.e. a high protection factor), a considerable amount of H<sub>2</sub>S can permeate through the respirator components. This weakness will not be detected during tests in accordance with the EN Standards mentioned above. Furthermore, there is no national or international recognized standard or regulation detailing special testing for SCBAs, Airline Respirators or EEBDs against H<sub>2</sub>S

In order to investigate the effect of H<sub>2</sub>S permeation on respirators, whilst excluding any leakage effect, MSA designed and conducted a test protocol. MSA PremAire Escape and standard EEBDs available in the market were tested.

**Test highlights:** (Test conducted at an ISO accredited third party laboratory)

- 15 minute rated EEBD with complete components
- H<sub>2</sub>S Concentration inside test chamber = Up to 45% (450,000ppm)
- Test Duration > 30 minutes

## Technical support (continued)

The concentration of H<sub>2</sub>S was measured inside the face piece (put on a test head)

### Test Results

1. The concentration of H<sub>2</sub>S detected inside MSA facepiece was only 2ppm.
2. The concentration of H<sub>2</sub>S detected inside facepieces of standard EEED's was up to 50ppm.

### Conclusion

High protection factors (reflecting low leakages) are not indicative of respirator fitness for use in atmospheres containing extremely high concentrations of H<sub>2</sub>S. Under those critical conditions permeation of H<sub>2</sub>S through the respirator materials becomes an issue.

As more oil & gas operations are moving into sour phases, it becomes important to rely on respirators made of the right materials to reduce H<sub>2</sub>S permeation to a minimum. For further information, contact [info.de@MSAsafety.com](mailto:info.de@MSAsafety.com) Website [MSAsafety.com](http://MSAsafety.com)

*The foregoing article appeared on pages 12-13 of the April 2015 issue of [The Catalyst](#) and is reproduced here with acknowledgement to the author and to JOIFF <http://www.joiff.com/>*

---

## NOAA: RESPONSE TOOLS FOR OIL SPILLS

Here is a quick guide to many of the most commonly used tools and resources that NOAA OR&R offers for oil spill responders and planners. General emergency responders may also want to refer to the quick list of [tools and resources for chemical spill response](#).

### Software and Datasets

- [ADIOS](#), oil weathering model.
- [ERMA<sup>®</sup>](#), online mapping tool for environmental response data, adapted to a variety of regions.
- [Environmental Sensitivity Index \(ESI\) maps and data](#), concise summaries of coastal resources that may be at risk in a spill incident.
- [GNOME](#), oil spill trajectory model.
- [GOODS](#), a tool that helps GNOME users access base maps, ocean currents, and winds.
- [NUCOS](#), a unit converter that includes units unique to oil spill response.
- [Spill Tools](#), a set of three programs: the Mechanical Equipment Calculator, the In Situ Burn Calculator, and the Dispersant Mission Planner.
- [Trajectory Analysis Planner](#), oil spill contingency planning software. Publications, Training, and Other Resources
- [FOSC's Guide](#), describes the scientific products and services that NOAA can provide to FOSCs (Federal On-Scene Coordinators).
- [Incident Command System \(ICS\) forms](#), available as an electronic database.
- [Job Aids](#), field guides to assist with various response tasks.
- [Publications](#), a list of our spill response reports, guides, and publications.
- [Seafood Safety after an Oil Spill](#), background information and publications describing how to monitor seafood for exposure and contamination after an oil spill.
- [Training](#), classes and self-study options for spill response professionals.

### More Information about Oil Spill Response

Learn more about OR&R's [tools and resources for oil spill response](#). You can also find [contact information for SSCs](#) around the U.S., and a sampling of [research publications](#) written by OR&R scientists and other partners.

*The foregoing is reproduced here with acknowledgement to NOAA. [Source Document](#) Website: <http://www.noaa.gov/>*

---

## Links for recent issues of other publications (in alphabetical order)

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	April 2015 issue
<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	March 2015
<a href="#">Celtic Biogenie enGlobe Newsletter</a>	Latest Remediation and related technology news	Spring 2015 issue
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	April 2015 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	April 2015 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 1, 2015
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	February 2015
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 15 2015
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	April 2015 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	March 2015 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	April 8 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	News from the Sea Alarm Wildlife Protection Organisation	Winter 2014 issue
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	February 16 - 28 2015
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	March 23 issue
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	April 1 2015 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Winter 2015 issue

## Events

### IRELAND: ISAA DUBLIN SEMINAR 23RD APRIL 2015 AT THE CARLTON HOTEL DUBLIN

You are invited to participate in an Oil Spill Response Seminar being held at the Carlton Hotel, Dublin Airport on Thursday 23rd April 2015. Speakers include representatives from the Environment Agencies, Coastguard, Port Authorities and Local Government.

The provisional programme includes –

- Environmental problems in a large port and expectations from its Tier 2 response contractor. (Speaker: Mr Ian Spratt, Belfast Harbour Commissioners)
- The role of vessels of opportunity in responding to marine oil spills. (Speaker: Capt. Bill Boyle MNI, FISCO, General Manager, Briggs Environmental Services).
- 'North Western River Basin Management Plan' (Speaker: Kerry Anderson, NIEA).
- Legal framework changes bearing on oil pollution in the Republic of Ireland (Speaker: Jack O'Sullivan, Consultant, Environmental Management Services).
- Leak containment- Development and application of oil and chemical resistant bricks and cement (Speaker: Kenny Blackstock, Business Manager, Banah UK).
- Tax and small businesses – Advice for Spill Response Contractors (Speaker: Ian Lundie, Director at Fitch Accountants)

For overseas visitors a shuttle bus will operate from the airport. This one day event runs from 10 am to 4.30 pm.

Places are limited and it is recommended to book your place as soon as possible. The cost of attendance is £70/€85 for ISAA members/associate members and £85/€103 for non-members. The booking fee is inclusive of teas/coffees and lunch.

[Download the detailed programme](#)

[Download the booking form](#)

## Company news

### NEW VISITING ADDRESS FOR WORLD MARITIME UNIVERSITY

As of 13 April 2015, WMU will have a new visiting address:

World Maritime University  
Fiskehamngatan 1  
211 18 Malmö  
Sweden

Please note the postal address will remain PO Box 500, SE 201 24 Malmö, Sweden

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website [www.spillcontrol.org](http://www.spillcontrol.org)